

# The Goodland Republic.

ESTABLISHED 1886.

GOODLAND, KANSAS, FRIDAY, SEPTEMBER 13, 1901.

NO. 4.

## KILLED IN A WRECK.

### Brakeman Thorson Loses His Life in a Derailment Near Clayton.

Engineer Hiddison Receives Severe Injuries and Fireman Brinker Escapes With Few Scratches—Wrecked Train Was a Freight—Caused by Washout.

A disastrous freight wreck occurred on the Rock Island between Clayton and Jennings, 80 miles east of Goodland, last Saturday afternoon about 2:30 o'clock, resulting in the death of Earl Thorson, rear brakeman, and the serious injury of Engineer C. E. Hiddison and Fireman L. E. Brinker, all of this city.

The accident was caused by a washout which undermined the track. The engine, 911, was a total wreck, nine freight cars were entirely demolished and five others badly damaged.

The train was the first section of the westbound fast freight known as No. 97, composed of 18 cars, and left Phillipsburg about 12:15. The crew consisted of Engineer Hiddison, Fireman Brinker, with Conductor A. Ratcliffe and Brakemen Earl Thorson and B. M. Tucker.

After a six-minute stop at Clayton the train proceeded on its way and when 2½ miles west of that station and about five miles east of Jennings, the train encountered a washout. The locomotive began plunging into the holes as the track sank away. The engine was derailed and plunged out on the right of way north of the track and turned over on its right side.

The men in the cab were taken unaware, not the slightest danger was expected from the source in which it came.

Engineer Hiddison was thrown violently forward and somehow got out through the cab window before the engine turned completely over, and crawled out along the wire fence along the track. He seemed to be dazed at first and was bleeding from many wounds. His jaw bone at the median line was broken and a terrible gash was cut on one side of the face. A scalded hand and other bruises were the only other injuries.

Fireman Brinker had turned around for a shovel of coal when the shock came. He was thrown violently upon the deck of the engine, his arm pinioned by the apron, and the coal from the tender buried him and held him prisoner. He was cut badly about the head and face by the coal but otherwise was unhurt.

Brakeman Tucker was in the cab at the time seated on the fireman's box. After the first shock he put his arm out of the framework of the window and hung on for dear life, and as the engine was turning over he climbed on top of the cab. He escaped without a scratch and set to work at once to extricate the fireman, who was gotten out just as the cab caught fire. Brinker lost a suit of clothes and \$25 in money which was in the seat box.

Conductor Ratcliffe was in the caboose and escaped without injury but received a severe shaking up. According to report he had sent Brakeman Thorson forward with information to the engineer that the operator at Clayton reported a heavy rain ahead. Thorson had got forward as far as the third car from the engine when the crash came and he was hurled underneath the wrecked cars and instantly killed. A small iron rod from a car was thrust entirely through the poor brakeman's head. He was not much disfigured, however, and a broken arm and bruises were about the only other marks upon the body.

It seems that eastbound local freight No. 52 had proceeded a few miles east of Jennings when it was flagged by a section man on account of a washout. This was about 30 minutes before the wreck of train 97. No. 52 then backed up to Jennings, having exhausted its train time. East of the washout discovered by the section men there was a second and a third washout. The one that 97 ran into was from a mile to a mile and a half east of the one discovered by the track men. The track had been undermined on a slight curve but was still in place and there was nothing to show the trainmen that there was any danger from that source. The washout embraced about 60 feet of track and the train was running about 20 miles per hour when it struck the fatal stretch of roadbed.

The car next to the engine loaded with lumber crossed the gap and stayed on the grade, although the deck was torn off. The next car contained meat and the two following were loaded with merchandise, the balance of the train being made up of empty stock cars. The meat and merchandise were strewn around the wreckage and nine cars were piled up within the space of 70 feet. Into this heap of destruction is where the body of Earl Thorson was found. It was taken to a Norton undertaking establishment, accompanied by the dead man's father and J. W. Usher, where the body was enclosed in

a casket and prepared for burial. Owing to the inability to get a train to this city until the track was repaired, the remains did not arrive here until 6:30 Sunday evening. The body was taken from the depot to the late home in a hearse accompanied by an escort of trainmen.

News of the wreck reached Goodland shortly after the occurrence and a special composed of engine and caboose hurried to the scene carrying doctors, relatives of the train crew and local officials of the road. The special left a little before four o'clock and reached Jennings two hours later. A wreck train from Goodland followed the special.

The injured men were brought to Goodland Saturday night, reaching here at midnight and were at once taken to their homes. Fireman Brinker was able to ride home in a carriage, but it was necessary to carry Engineer Hiddison home on a stretcher. He was suffering considerable pain and opiates were used to relieve him.

At this time Fireman Brinker is able to be around but Engineer Hiddison is still confined to his home.

The news of Earl Thorson being killed in the wreck was a terrible shock not only to the immediate members of the family but to everyone who enjoyed an acquaintance with the young man. Everyone who knew him told of his cleverness and goodness of heart. Having grown to manhood here he was known to nearly everyone and his cruel fate brought forth the deepest expressions of sympathy for the pitiful grief into which his family was thrown. He was in his 29th year.

Earl Samuel Thorson was the eldest son of Mr. and Mrs. E. Thorson, of this city. He was born in Sanway, Ill., December 20, 1873, and for 15 years his home has been in Goodland. Six years ago he entered the employ of the Rock Island, most of that time being in the capacity of a brakeman, and faithful service and an agreeable disposition made him popular with his associates. He was a member of the Brotherhood of Railroad Trainmen and the Odd Fellows society. Four years ago he was married to Miss Minnie Button. His married life was beautiful, the most devoted of husbands and a loving father. Besides the widow he leaves a little daughter, Lila; his parents, Mr. and Mrs. E. Thorson, four sisters, Mrs. J. M. Cox and Mrs. J. W. Usher, of Pueblo, Misses Ray and Clara Thorson, and two brothers, Charles and Jesse, and all were present at the funeral.

### WANT NEXT REUNION HERE.

Sixteenth Annual Reunion of Northwestern Kansas Veterans Will Take Place in WaKeeney Next Week.

"Goodland, 1902!" That will be the yell that will escape from the old soldiers of this section at the reunion of the Northwestern Kansas Veterans association at WaKeeney next week. The reunion next year is wanted in Goodland and the old soldiers of the W. S. Robertson post will make a strong effort to secure it. In 1892 the reunion was held here and veterans all over this part of the state still speak enthusiastically of the meeting and say they had the best time ever enjoyed at a reunion.

The plan is to have the reunion here on September 5, the fifteenth anniversary of Goodland, and make the two affairs one big event. Goodland will guarantee the association the necessary funds required of the town to hold the reunion.

The sixteenth annual reunion of the Northwestern Kansas Veterans association will be held in WaKeeney, September 18 and will continue four days. Soldiers of the civil war, the Spanish-American war and the Philippine insurrection are cordially invited to be present with their families and friends. Citizens in general are also invited.

The old settlers of Trego county, in which WaKeeney is located, will hold their annual meeting at the same time and place. Gov. Stanley, Senators Burton and Harris, Col. Tilton, of Beatrice, Neb., Joseph Watters, of Topeka, and Bishop McCabe, of the Methodist church, will make addresses at the reunion, and ample amusements will be provided.

Tents have been procured and other camp accommodations will be furnished on the grounds. The executive committee in charge of the reunion request the people who intend to camp out to bring blankets and cooking utensils.

A fare of one and one-third has been granted on all railroads leading to WaKeeney for the reunion.

Retires from General Practice. Dr. W. H. Farrow has retired from the general practice of medicine temporarily after 33 years devotion to the profession. This action became necessary owing to poor health. The doctor will continue, however, to perform the duties of county health officer, but Dr. Grulick will act as county physician.

Mr. A. Shaw has an elegant new piano purchased from Mrs. A. D. Stewart.

## FUNERAL OF EARL THORSON.

Friends Pay Tribute to the Memory of the Departed Trainman in the Last Sad Rites.

The funeral of the late Earl Thorson was held from the Methodist church Tuesday morning at 10:30. Nearly all the business houses in town were closed and the attendance was so large that not more than one-half of the people could gain admittance.

The Odd Fellows, of whom the deceased was a member, were in charge of the ceremonies and led the procession from the residence to the church and acted as the escort of honor. As the casket was borne into the church the organist played "Jesus Lover of My Soul." The pulpit and rostrum were decorated with wreaths of flowers and potted plants, and the coffin was covered with beautiful floral offerings from friends, officers and co-workers of the departed. The train dispatchers sent a pillow with initial "T" worked in center; Brotherhood of Railroad Trainmen and Brotherhood of Locomotive Firemen wreaths with initials of their organizations worked in the margins. The Odd Fellows offering was a square with three links and initials, "F. L. T." Other friends sent floral offerings of wreaths, an anchor, and other beautiful designs in flowers. The floral offerings of the Brotherhood of Locomotive Engineers and Order of Railway Conductors failed to arrive owing to a mistake in the ordering.

The choir sang as the opening piece "Abide With Me," and the scripture lesson was selected from the fifteenth chapter of first Corinthians, following which the choir rendered "Lead, Kindly Light." After the opening prayer the choir sang Alice Carey's beautiful hymn, "Nearer My Home," arranged with variations as a funeral anthem. Rev. Stevens preached the funeral sermon, taking as a text Psalm 88:18, "Lover and friend thou hast put far from me." He said in part: "In the midst of life's vicissitudes, its labors, its pleasures, its triumphs, its calamities, we are led to ask as did the psalmist, 'What is man that thou art mindful of him?' " "Man," said Mr. Stephens, "is the latest but noblest creation of God. He is a king and has dominion over the works of God. Although physically formed out of the dust of the earth he was, nevertheless, conditioned for immortality. In mental, moral and spiritual nature he was made in the divine image and therefore destined for an immortal existence.

"Physical death may crush out the life of the body, but the soul survives the wreck of matter and in our last sad extremity the Heavenly Father 'has regard to the work of his hands.' Jesus said to his disciples: 'A sparrow shall not fall on the ground without your Heavenly Father; ye are of more value than many sparrows. Fear not.' " "Man is compounded of matter and spirit, soul and body. He is subject to disease and death. He, too, must sooner or later fall on the ground. But in the purpose of God the soul shall endure and at the last the whole being shall be clothed upon with immortality.

"What is life? Life in our present state is brief and uncertain and before us lies the inevitable event of death. But beyond the tomb stretches an endless vista. Here we are subject to the natural limitations of a physical existence, but heaven reveals everlasting habitations and an eternal inheritance. Geologists inform us that marine life of smallest form has built mountains. Here we build for eternity.

"What is death? Death is but the cessation of the life of the body, the separation of the soul from its temporary dwelling of flesh. We are not strangers to its presence and unwelcome visits. In general regard it is an enemy, a fell destroyer, a monster. When this enemy has wrought all its will, and worked all its ruin, our Heavenly Father comes with gracious comfort and the promise of eternal life. He gave life, and He will give life for evermore. 'Weeping may endure for a night, but joy cometh in the morning.' Heaven, in the divine purpose, follows the gloom of death.

"Lover and friend, thou hast put far from me. Bereavement is the common lot of all. Death snaps the ties of the home—home the most blessed thing in life. But God reveals a heavenly home, where loved ones shall be reunited and death shall never come. The lovers and friends put far from us shall be brought back again. Thy brother, thy sister, thy husband, thy wife, thy little ones, thy father, thy mother shall live again."

In referring to the deceased he said that the railroad men associated with him spoke in his praise. He was always kind, considerate of others, helpful and faithful.

Kind, earnest, helpful, true; Faithful in all he had to do. He told how he lost his life in the discharge of his duty in carrying a message over the train to the engineer.

The choir sang in closing, "When the Roll is Called." A large concourse followed in the procession to the cemetery. At the grave the ceremony was conducted by the Odd Fellows.

## RAILROAD SPIKES.

Dispatcher Charles Smith was in Denver last Friday.

The 576, Engineer Jacobs, is in the shops for light repairs.

W. J. Betts is a new boilermaker from the Horton shops.

F. C. Smith, division superintendent of Colorado Springs, was in town Tuesday.

Machinist Jack Dipple was laying off Wednesday on account of indisposition.

Engine 911, which was in the Clayton wreck, will be taken direct to the Horton shops.

The trench for water pipes to the new stand pipe are being dug and the pipe will soon be laid.

C. M. Lawshaw, traveling freight agent with headquarters at Belleville, was in town this week.

Engine 893 is expected back from the Horton shops this week after receiving a general overhaul.

W. J. Young, who has been acting as night agent at the depot temporarily, has returned to Colorado Springs.

Engine 867, of the Phillipsburg-Fairbury division, was in duty on this division this week. Engineer Patrick was in charge.

Engineer Patrick and Fireman Sherman made a long run this week on account of the washouts. They covered 702 miles without rest.

W. R. Morton came home from Denver Wednesday where he has been attending his wife who has been very ill. She is somewhat improved.

Conductor Tom Wright and crew handled a train to Goodland last Sunday night, there being no west end crew here.—Phillipsburg News.

Brakeman Tucker, who was in the Clayton wreck, is laying off for a few days to recover from nervous shock incident to his trying experience.

The sweeper at the back shop has done up his job in the most approved manner, having removed about 12 loads of refuse. Things look tidy in consequence.

Conductor Patrick and crew, of the Roswell-Pueblo run, and Conductor Goode and crew, of the Limon-Denver run, brought in trains to Goodland Monday.

General Foreman Adams accompanied George F. Wilson, of Chicago, superintendent of motive power of the Rock Island, to Colorado Springs, on Wednesday.

Lee Ames, round house foreman at Phillipsburg, has returned to his duties after a course of treatment at the mineral springs at Pueblo for rheumatism. He is greatly improved.

Machinist J. A. Morris, besides being a good mechanic is an accomplished musician. He is a fine piano player and in days gone by he devoted his entire time as instructor of the piano.

Engineer Paul McBride, accompanied by his wife and boy, left Wednesday for a visit in Youngstown, O. They will be gone several weeks and will also visit the Pan-American exposition at Buffalo.

The force in the machine shop is reduced on account of special detail, and sickness. Machinists Hofer and Hilda are at the wreck and L. W. Hargraves, of the round house force, is also at the wreck as watchman.

Phil Michael, who has been an express messenger on the Limon-Denver run while the fast passenger trains were on this summer, has returned to Goodland and resumed his old position as night agent at the depot.

Conductor J. W. Usher was laying over at Phillipsburg when he heard of the wreck and death of his brother-in-law, and was early on the scene to render all assistance possible. He also remained here to attend the obsequies.

Engineers Daly and Brosso, of the Limon-Denver run, and Engineer Stanton, of the Roswell-Pueblo run, were sent here with trains Monday to help raise the blockade caused by the accumulation of trains owing to the washout.

P. K. Ryan, of Denver, formerly an engineer on the Rock Island of this city but now with the Rio Grande, was in Goodland Wednesday and sold his residence property to J. W. Bock. Pete is now conducting a boarding house on South Fourteenth street in Denver and is prospering so well he may give up railroading.

Engine 899, Engineer Ebert and Fireman McGuire, took a Rock Island passenger train from Limon to Ellis over the Union Pacific Saturday night on account of the block to the Rock Island track caused by the washout. Rock Island trains in both directions used the Union Pacific track between Manhattan and Limon until repairs were made.

Engineer C. E. Hiddison, who was badly injured in the wreck at Jennings Saturday afternoon, is not only one of the best and most reliable engineers on the Rock Island, as he is old in the service. Mr. Hiddison handled the throttle on the engine that pulled the first train into Phillipsburg some 13 years ago, and has been running on this division ever since.—Phillipsburg Herald.

J. W. Usher, a popular conductor on this division of the Rock Island, who has been on passenger between Pueblo and Phillipsburg for about a year, has given up the run and will take his old place as freight conductor on the east end. Usher doesn't like passenger work and the change will again make him a resident of this city. He says he is glad to get back to Goodland, and the friends of Mr. Usher and wife are also glad to have them among them once more.

Andy McCormick, master mechanic of the Rock Island & Peoria railway, formerly general foreman of the Rock Island in Goodland, has been appointed master mechanic of the southwest division east of the Missouri river of the Chicago, Rock Island & Pacific road. Mr. McCormick takes the place made vacant by the resignation of John Gill. As master mechanic he will be in charge of both the locomotive and car departments. His headquarters will be in Trenton, Mo.

## PERSONAL NOTES.

R. H. Behn, of Colby, was in town Friday.

C. E. Dunham left Sunday for a trip to Colorado Springs.

Fred Stewart left for Oklahoma last night to file on his claim.

C. R. Buschow, a furniture dealer of Colby, was in the city Friday.

Mrs. W. Stephens returned last week from a visit in eastern Kansas.

Miss Mary Whipple, of Norton, is the new bookkeeper in the Millisack store.

Mrs. Frank Dawson returned Sunday from a visit in Bell Plain and other points in eastern Kansas.

Fred Barnett left Monday night for Lawrence where he will enter as a student in the State university.

J. A. Gile, of Skidmore, Mo., was a business visitor in the city this week. He was accompanied by his wife.

Rev. J. Ed Stevens left Tuesday night for Hutchinson where he will deliver an address before the state convention of the Christian church.

Judge C. E. Foote, of Topeka, was in Goodland last week. He was here to purchase township, school district and other bonds for a syndicate.

Mrs. James Ellis, accompanied by her daughter, Mrs. Cunningham, of Moreland, Kan., is in town the guest of her sister, Mrs. H. P. Gandy.

A. H. Burtis, of the United States land office in Dodge City, was in Goodland Saturday and Sunday. He is a special agent under the general land office department.

H. T. Rutan, of Oxford, Neb., formerly of this county, was in Goodland Tuesday. He still has land near Kanorado and may return here and engage in the cattle business.

Fred Finch and Horace Hogeboom, who have been in Mexico where they have been employed as brakemen on a railroad, returned to Goodland Monday.

Pat Creighton, of Greeley, Col., a potato dealer of the famous Greeley district, was in the city this week with a view of selling several carloads to local retailers.

Mrs. W. C. Schew, and two children, of Grand Junction, Col., is in the city the guest of Mr. and Mrs. A. A. Bower. Mrs. Schew was formerly Miss Etta Green, of this city.

Mr. and Mrs. W. O. Strain, of Denver, and V. Button, of Ottawa, Kan., were here to attend the funeral of Earl Thorson. Mr. Button and Mrs. Strain are brother and sister of Mrs. Earl Thorson.

Herbert Stewart, who has been employed as bookkeeper in the Millisack store the past three months, left Monday for Salina where he will resume his studies at the Kansas Wesleyan university.

Will Finley, of Craig, Col., a son of W. R. Finley, formerly of this city, was in town Friday. He was en route to Ithaca, N. Y., where he will take a course in electrical engineering at Cornell university.

Mr. and Mrs. Swarts returned Tuesday morning from the east. They went to Louisville, Ky., to attend the Knight Templar convocation and on their way home they stopped in Illinois, where they formerly lived, for a visit.

Mr. and Mrs. A. C. Adams entertained at six o'clock dinner last Friday evening. The guests were: Mr. and Mrs. William Walker, Jr., Dr. and Mrs. F. H. Smith, Mr. and Mrs. H. K. Adams, Mr. and Mrs. R. F. Coots, Mrs. Pauline Hartman, Mr. John Boyle.

Rev. J. Ed Stevens and family, W. S. Coleman and family and J. S. Ellenberger of this city, and Misses Katie and Edna Dimmitt and O. P. Botorff, of Colby, returned Saturday from an overland trip to the mountains. While in Platte canyon the party saw a genuine bear but they did not disturb the beast.

## Gone to Cleveland.

Mrs. Jennie Walker, department president of the Woman's Relief Corps, and Mrs. Kate Bray, department secretary, left Sunday night for Topeka. They joined other department officers of the corps and proceeded from that meeting point to Cleveland, O., to attend the national encampment of the Grand Army of the Republic and the Woman's Relief Corps. Mrs. Walker and other officers of the department of Kansas traveled from Topeka in a special car.

## Township Elections.

According to information received as to the action taken by the republican county central committee, at their meeting held in Goodland last Saturday, they agreed to pass up the township elections in all the townships except those in the Third commissioner district. But as there was to be an election in that district they decided to put up township tickets in all the townships of the district.

The attention of all people's party voters of the district is hereby called to this subject and to the amended call to meet this action of the republican committee. Read carefully the call at the head of first column, second page of this issue and govern your action accordingly. Be sure and attend and put up a full ticket, making out very carefully the certificate of nomination signed by both the chairman and secretary of the caucus, to be filed with county clerk at the earliest practicable moment.

## Lost Millinery in Wreck.

A consignment of millinery for Seaman Sisters store was destroyed in the wreck near Clayton last Saturday. The stock embraced their new fall and winter line of hats. A duplicate order has been telegraphed to the wholesaler and will arrive in a few days.

## A STRANGE MEETING.

While Traveling Across Country a Father and Son From Almene, Kan., Meet Unexpectedly.

Last Monday an old gentleman probably 60 years of age, by name of Fisher, from Almene, Kan., pulled into Goodland in a covered wagon from the mountains where he had been enjoying an outing. He stopped here a while and engaged in a conversation with some of our citizens as to the price of land and town property, among whom were Sheriff Walker and Dr. Thomas. After dinner the old gentleman resumed his journey eastward.

Presently along came a man on a bicycle, travel-stained and weary. Mr. Walker happened to meet the man and asked him his name and where he was from. He said his name was Fisher, formerly of Almene, Kan., but just at present from northern Montana, from which place he had come all the way on a wheel. "Why," said Mr. Walker, "an elderly man by the name of Fisher from Almene just left here in a wagon on his return from the mountains."

The bicyclist said that it must be his father, and hastening away on the wheel overtook the covered wagon a mile east of town.

It was his father.

The son had been in Montana a long time, and neither father or son were aware that they were near each other. The unexpected meeting was a pleasant surprise.

## A Remarkable Runaway.

Friday evening, while the storm here was blowing hard from the south, on the north line of the county it was blowing furiously from the north.

R. L. Peters, a prosperous farmer and stock raiser living 15 miles north and a mile east of Goodland, reports a remarkable runaway of a farm wagon. The wagon, with a heavy hay rack on, was standing at the west end of the large barn in the farm yard, having just been unloaded and the team put into the stable.

When the storm struck away went the wagon as fast as though pulled by a runaway team of spirited horses, the pole now plowing now plunging along the ground. The wagon shot away like an arrow, its course being remarkably straight. It plunged through a three-wire fence, snapping the strands as though they had been twine and breaking the posts off like pipestems, and sped away out into a corn field where it was finally stalled in the soft ground.

Mr. Peters says, as he watched the horseless runaway, he expected to see the pole go into the ground and the wagon smashed to pieces, but was surprised when he found that it was not in the least injured.

## War of Extermination Upon Rattlesnakes.

Frank Feaster, who lives eight miles west of town, brought in some samples of rattlesnake rattles Saturday. He exhibited rattles of two old ones, one having eight and the other ten rattles, and 16 buttons of a young brood, all killed or taken out of one hole. Feaster says that he and the members of his family have disposed of 75 rattles the past season. He had two calves bitten this year by the reptiles, but after treatment both recovered.

Oliver Dunlap, a lad 13 years old, who lives with his parents on section 36-9-38, killed two old rattlesnakes and 14 young ones last Thursday.

W. L. VanWinkle, living in Grant township, reports the killing of two old rattlesnakes and eight young ones. He has killed 15 this season.

D. J. Smith, W. D. and R. F. Butt killed 200 prairie dogs one day this week. The method employed was to haul water from a nearby lagoon and drown them out of their holes, when dogs and clubs finished them.

## Fast Trains Discontinued.

The fast train service on the Rock Island between Chicago and Colorado, inaugurated in June last, which gave Goodland three trains a day in each direction, was discontinued this week. The service was established only to relieve other trains of the burden of the tourist travel to Colorado during the summer months, which has been the heaviest in the history of Colorado. The trains were known as the "Rocky Mountain Limited" and were the finest in the country. The last train went west Wednesday and the eastbound made its final trip yesterday. By their discontinuance it will bring three conductors back to Goodland on freight. They are: J. N. Hanzelbaker, E. J. Denney and E. H. Young.

## Popular Railroad Man Promoted.

Charles F. Smith, first trick dispatcher of the Rock Island in Goodland, has been appointed chief dispatcher at Dalhart, Texas, on the Liberal-El Paso extension of the Rock Island. He will leave to assume the duties of his new position as soon as his successor is appointed here. Mr. Smith has been a dispatcher in the Goodland office four years, coming here from Topeka. He is popular among a large circle of friends who will regret to see him leave. However, his new position is a promotion and carries with it an increase of salary, so his friends congratulate him.